

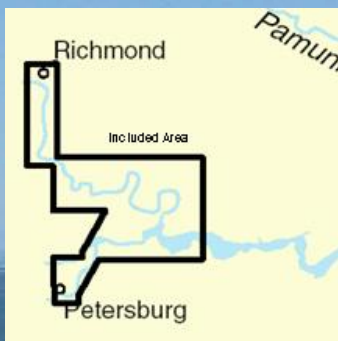
BookletChart™



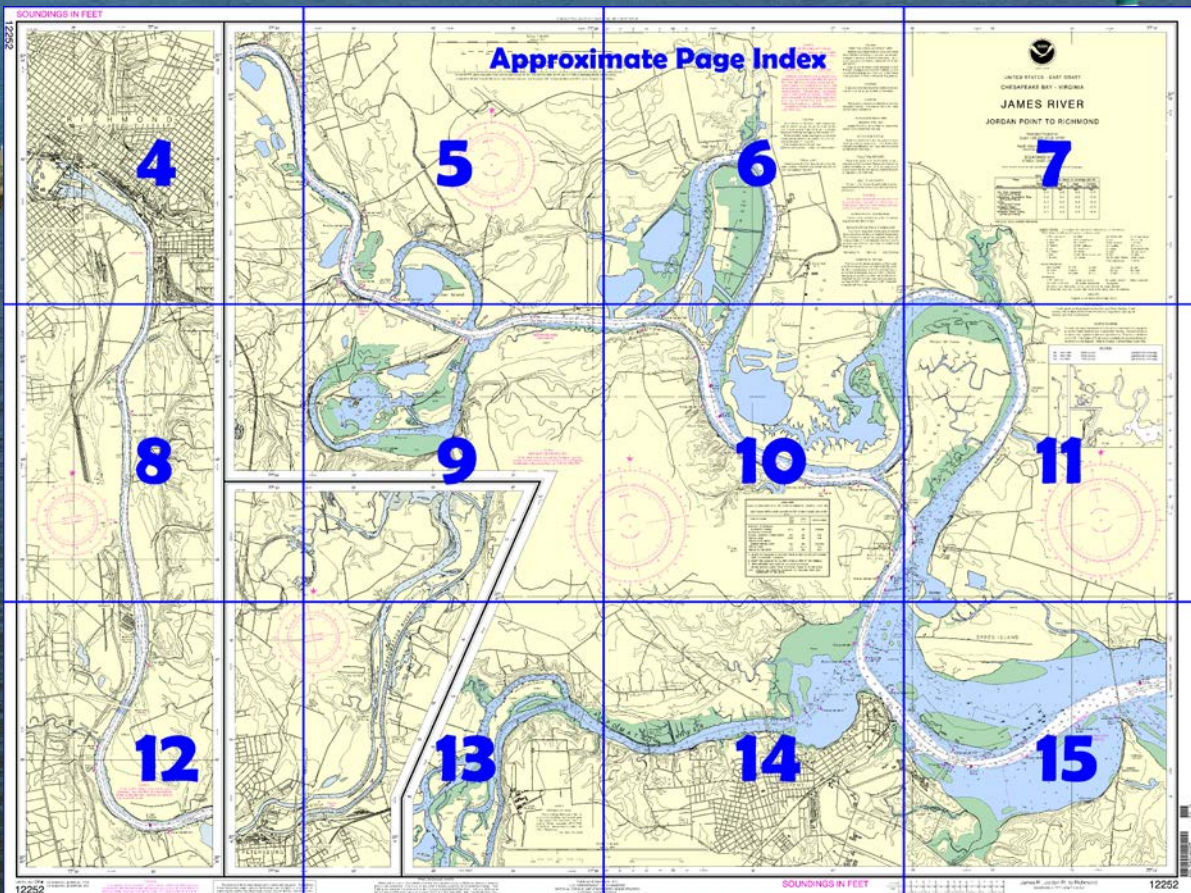
James River – Jordan Point to Richmond NOAA Chart 12252

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12252>.



(Selected Excerpts from Coast Pilot)

Hopewell, Mile 59W, is the site of several industries and the terminus of a branch railroad to Petersburg. Allied-Signal, Hopewell Plant Pier (37°18'28"N., 77°15'55"W.), about 0.8 mile southeastward of **City Point**, is 622 feet long with berthing on both north and south sides and has 25 feet reported alongside. The pier is used for receipt of phenol, sulphur, oleum, and fuel oil for plant consumption and shipment of

dry bulk ammonium sulfate.

Regional Enterprises, Hopewell Wharf (37°18'46"N., 77°16'11"W.), has a 90-foot face with 300 feet of berthing space and 23 feet alongside. The wharf receives crude oil, petroleum products and fertilizer.

Tidewater Materials, Hopewell Concrete Plant Wharf (37°18'49"N., 77°16'16"W.) has a 400-foot face with 400 feet of berthing space and 10-18 feet alongside. The wharf receives sand and gravel.

Appomattox River, Mile 59.5W, leads to a small-boat harbor on the east side, about 7.5 miles above the entrance, and to the city of Petersburg, about 10 miles above the mouth. In 2008, the midchannel controlling depth was 5.9 feet to Daybeacon 14, thence 2 feet at midchannel to about 200 yards below the I-95 bridge. The channel through the flats at the mouth is marked by a buoy, lights, and daybeacons.

The highway bridge, 1.1 miles above the mouth of Appomattox River, has fixed spans with a clearance of 40 feet. The Hopewell City Marina, on the south side 0.2 mile west of the bridge, has a small-boat basin with depths of about 6 feet off the T-pier.

The railroad bridge, 2.4 miles above the mouth, has a swing span with a clearance of 10 feet. (See **117.1 through 117.59 and 117.995**, chapter 2, for drawbridge regulations.) An overhead power cable 0.8 mile above the bridge has a clearance of 113 feet.

A fixed highway bridge with a clearance of 40 feet is about 3.1 miles above the mouth.

At the small-boat harbor, 7.5 miles above the entrance of Appomattox River, some supplies and berths are available; gasoline and diesel fuel can be obtained by truck. Repairs can be made; marine railway to 100 feet.

The I-95 bridge, 8.0 miles above the mouth, has a fixed span with a clearance of 40 feet.

The channel in Appomattox River is blocked at Petersburg by a dam. A diversion channel joins the river below the dam with the river above the dam. Their lower junction is about 2.9 miles below the dam; the upper junction is immediately above the dam. An overhead power cable 0.2 mile below the dam has a clearance of 51 feet.

Petersburg, about 10 miles above the mouth of Appomattox River, is an important rail center. The bulkheads at the city are in poor condition. Fuel and supplies are not available at the waterfront, but all kinds of small-craft supplies may be obtained in the city.

Above its junction with Appomattox River, James River becomes narrow and winding. The bends are often referred to as the Curles of the River, and the 14-mile section from Hopewell to Wilton has been called The Corkscrew. There is no contemporary hydrography for the Curles of the James River, and severe shoaling has been reported. Mariners are advised to use extreme caution and local knowledge.

Turkey Island Bend, 2 miles north of Hopewell, has depths of 10 to 30 feet around its 6-mile length, but is seldom used except by pleasure boats because the main channel now leads northwestward through Turkey Island Cutoff; most of the landings along the bend are in ruins. In 2009, severe shoaling was reported throughout the bend; extreme caution is advised. The north and west sections of the bend afford excellent anchorages, because the river current has been greatly diminished by the cutoff and winds from any direction have little effect; the bottom is mostly soft mud.

Turkey Island Cutoff, Mile 61, is 1 mile long and well marked by lights.

Jones Neck Cutoff, Mile 64, extends about 1 mile northward and westward; the cutoff is well marked by lights. The old river bend around **Jones Neck** has depths of 13 to 44 feet along its 4.5-mile length, but is now little used; most of the landings are in ruins. In 2009, extreme shoaling was reported throughout the river bend; extreme caution is advised.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander
5th CG District
Norfolk, VA

(575) 398-6231

Table of Selected Chart Notes

Corrected through NM Apr. 17/04
Corrected through LNM Apr. 6/04

NOTE C
APPOMATTOX RIVER
The controlling depth was 6 feet for a mid-width of 80 feet from the entrance to daybeacon "14", thence 8½ feet for a width of 80 feet to position 37°14'17"N; 77°23'10"W; thence shoal to bare to the City of Petersburg.
Feb 1992 - May 2008

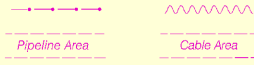
HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 37°23'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap area. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE E
No contemporary hydrography available. Severe shoaling has been reported. Local knowledge recommended for transit.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Richmond, VA WXX-65 162.475 MHz

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.531" northward and 1.097" eastward to agree with this chart.

NOTE D
EMERGENCY RESTRICTED AREA
For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

JAMES RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO FEB 2011			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH (FEET)	WIDTH (FEET)	DATE OF SURVEY
HOPEWELL TO RICHMOND	A 21.4	200	5-06/6-06
DEEPWATER TERMINAL			
37°27'05.0"N, 77°25'07.4"W			
CHANNEL ADJOINING TURNING BASIN	24.4	200	2-11
TURNING BASIN	18.5	385	2-11
THENCE TO RICHMOND			
HARBOR TURNING BASIN	14.4	200	6-03/10-04/2-10
TURNING BASIN	4.4	140-175	2-10
THENCE TO THE LOCKS	8.8.1	200	2-10
A. EXCEPT FOR SHOALING TO 20.0 FEET WITHIN 40 FEET OF THE LEFT CHANNEL LIMIT AT 37°25'26.0"N, 77°24'06.2"W			
B. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N 77°25'06.4"W. DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N 77°25'06.4"W TO THE LOCKS.			
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

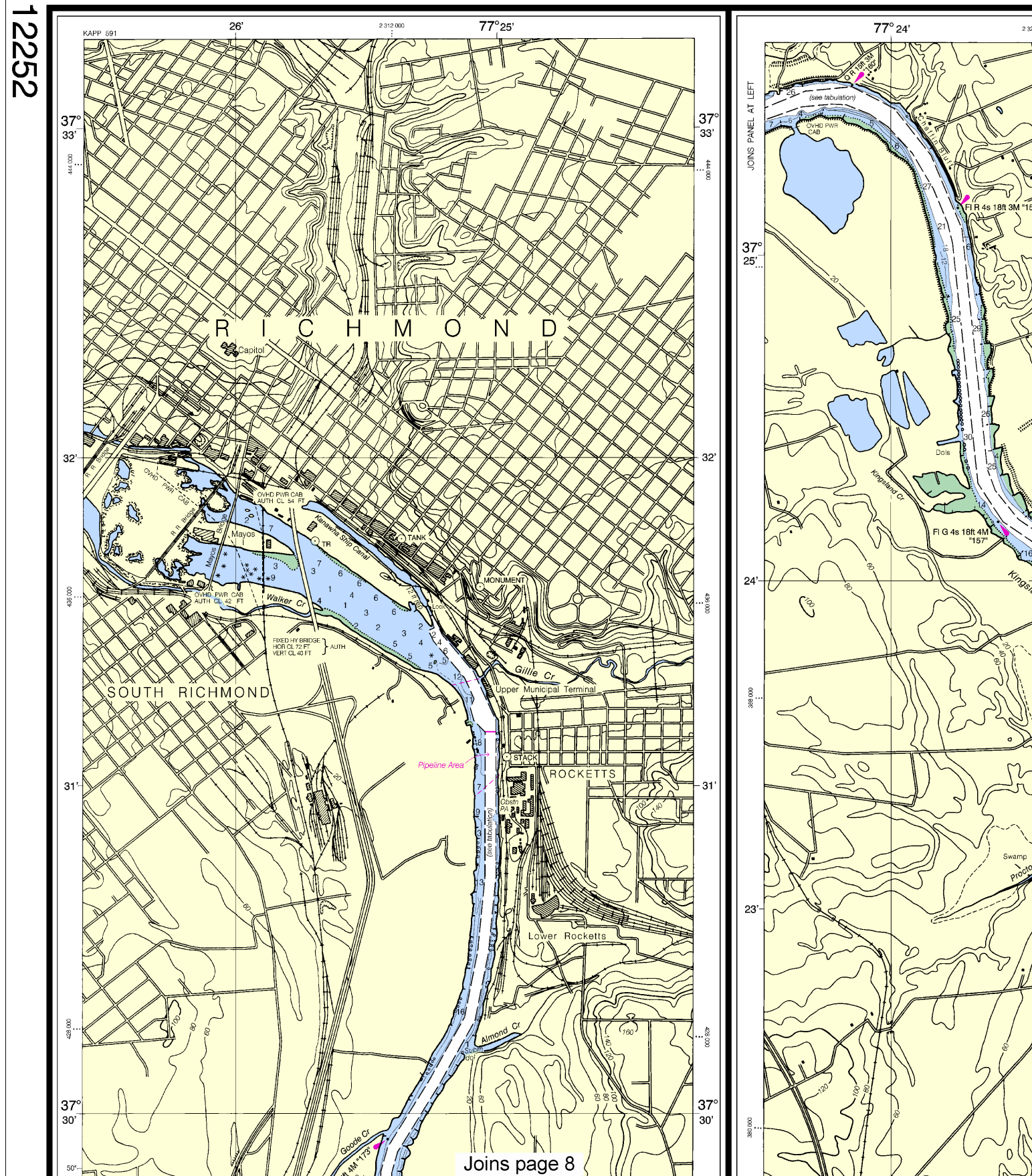
TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
City Point (Hopewell)	(37°19'N/77°16'W)	3.0	2.8	0.2	-3.5
Petersburg, Appomattox River	(37°14'N/77°24'W)	3.3	3.1	0.2	-3.5
Curles	(37°24'N/77°18'W)	3.4	3.0	0.2	-3.5
Kingsland Reach	(37°24'N/77°22'W)	3.5	3.2	0.2	-3.5
Richmond River Locks	(37°32'N/77°25'W)	3.7	3.4	0.2	-3.5

(Mar 2001) Latest available information

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N nun Rot rotating
B black Iso isophase OBSC obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VO very quick
F fixed MICRO TR microwave tower R red W white
Fl flashing Mkz marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow
Bottom characteristics:
Blds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Gss grass M mud S sand sy sticky
Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FEET

12252



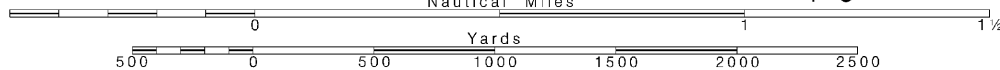
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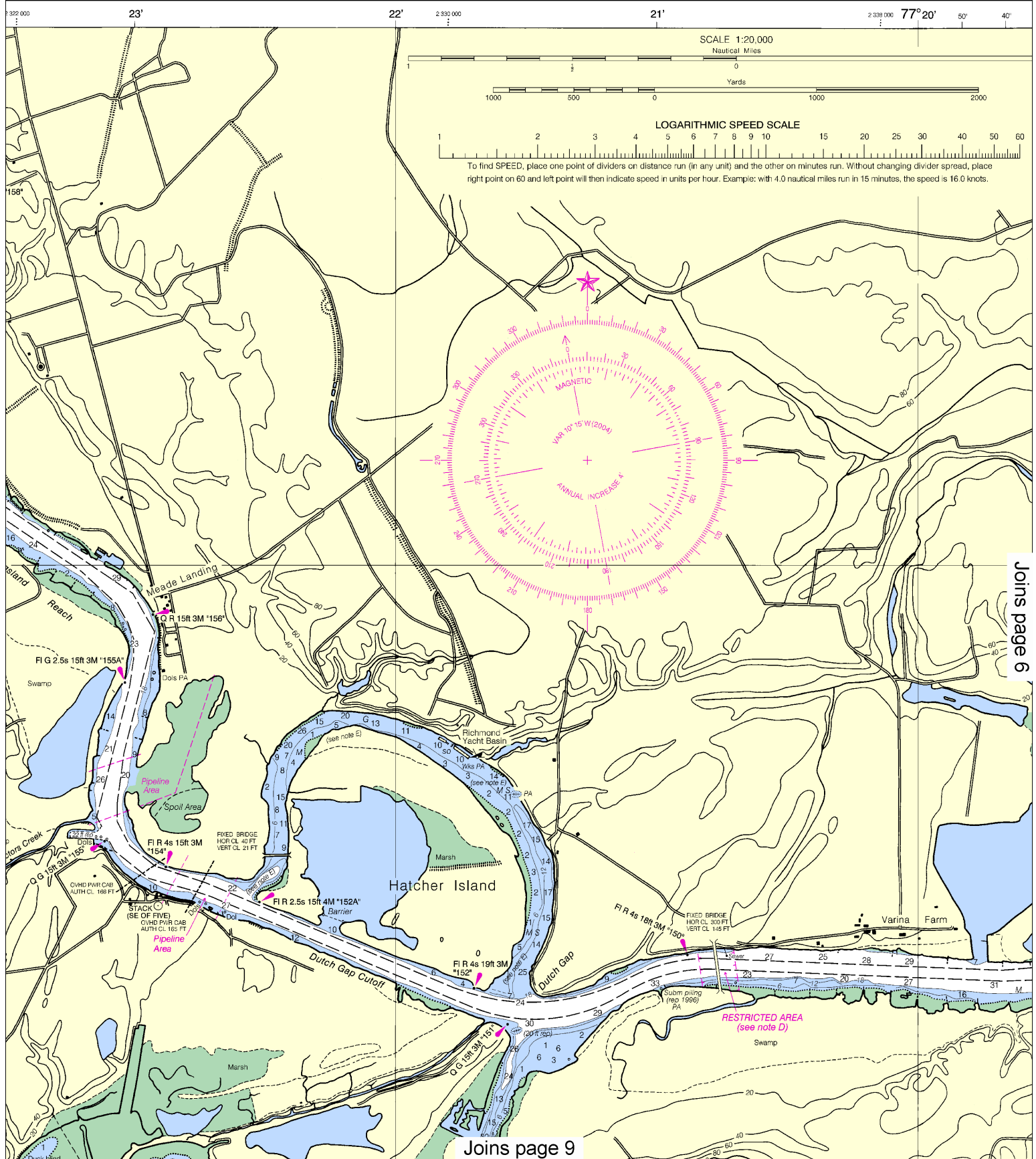
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Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

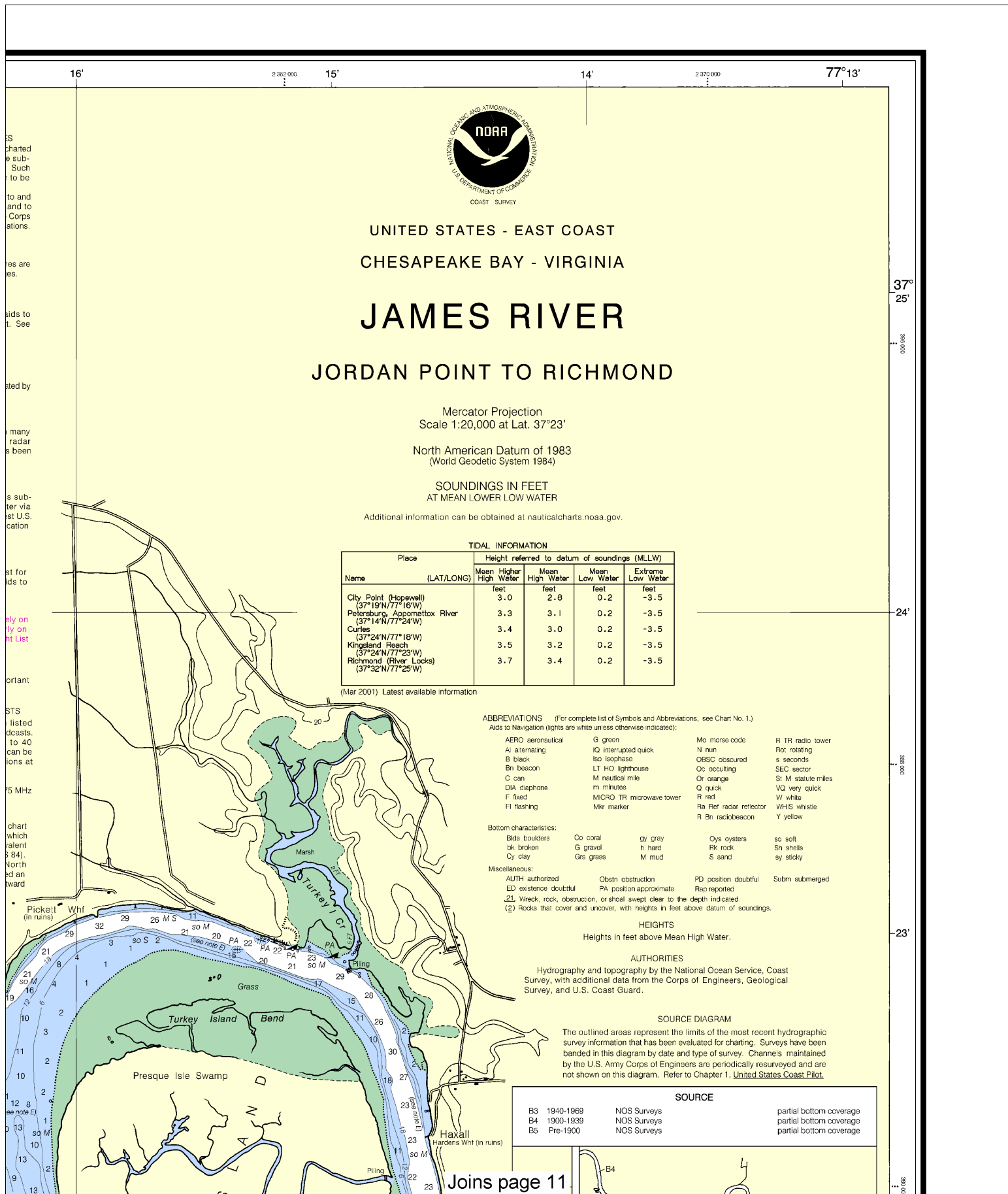


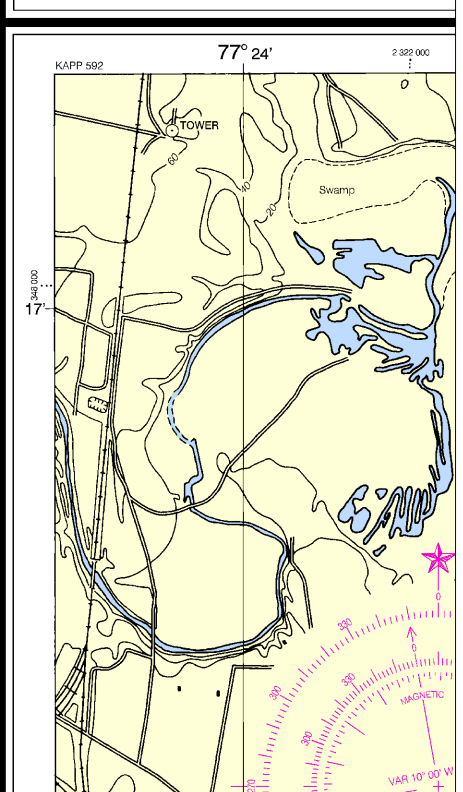
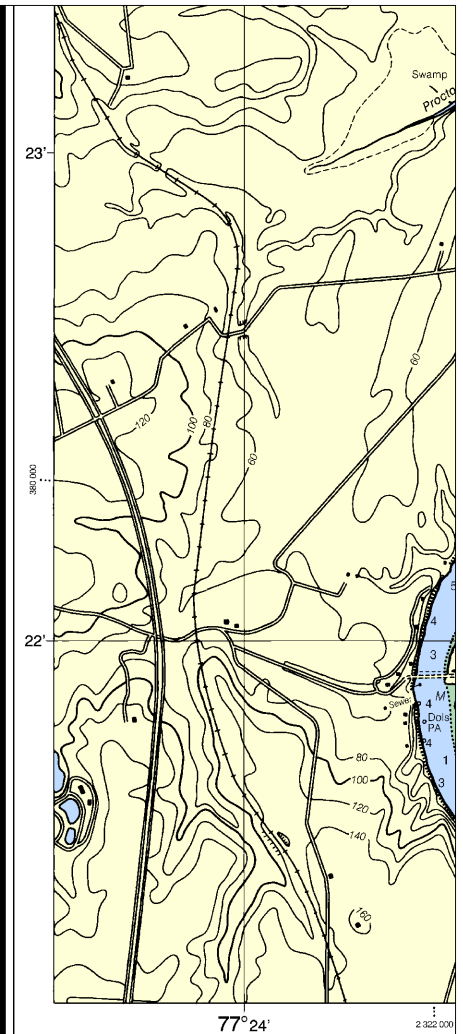
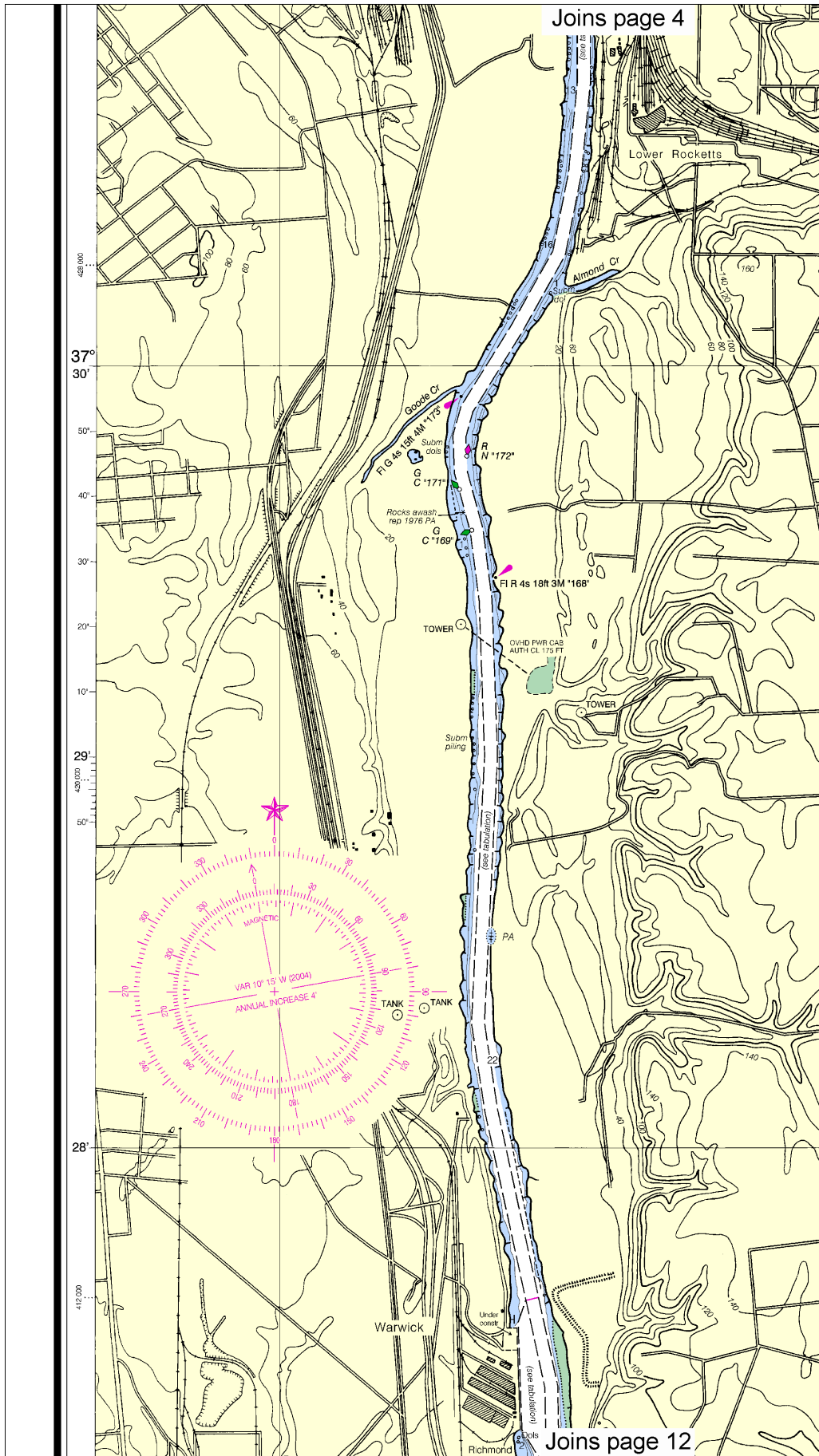


Joins page 6

Joins page 9

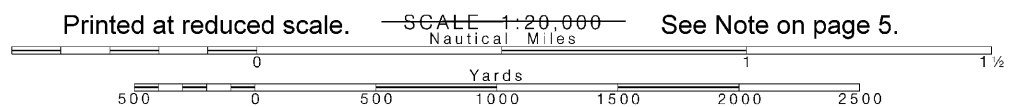
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 The new scale is 1:28571. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

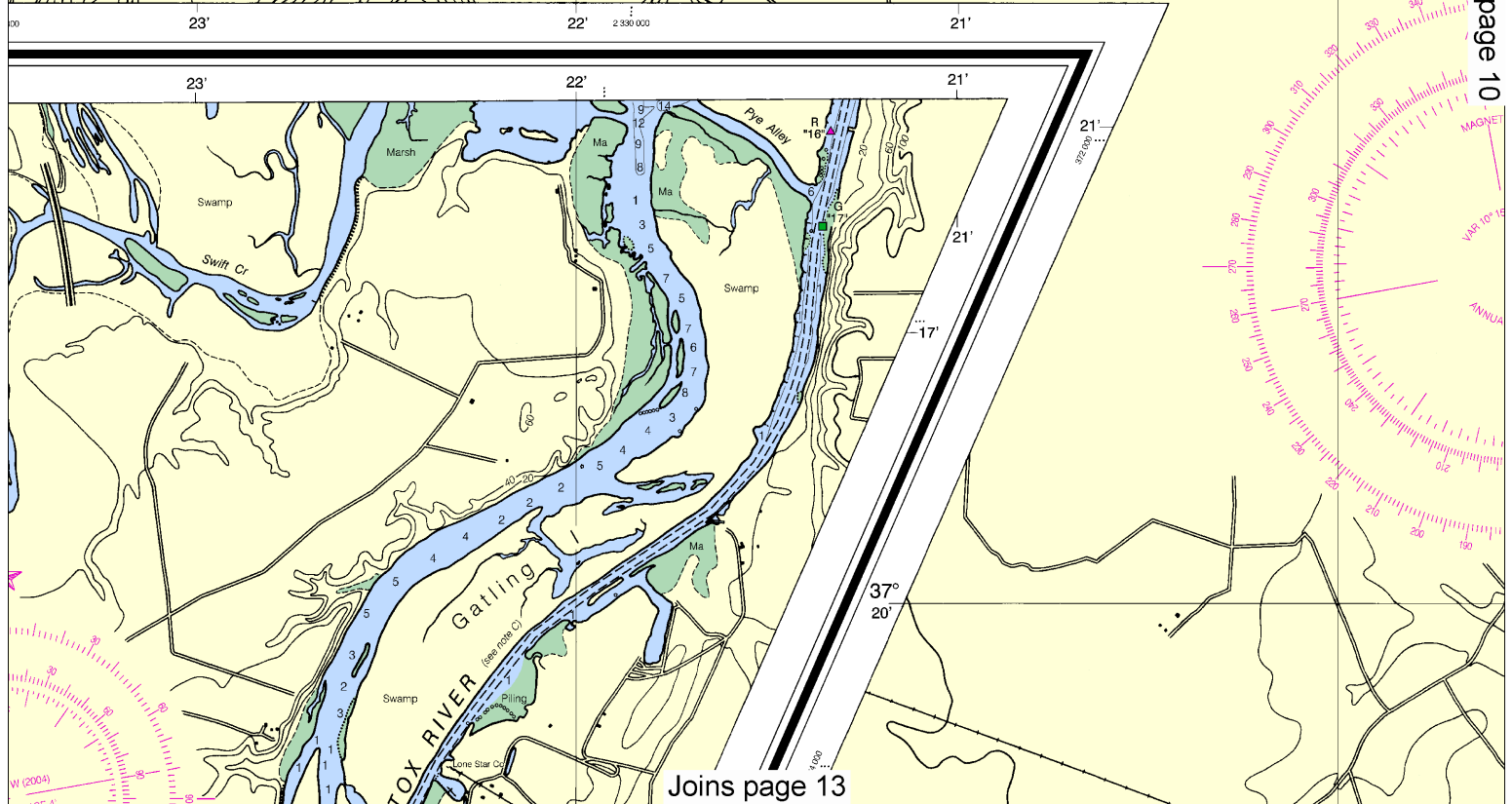
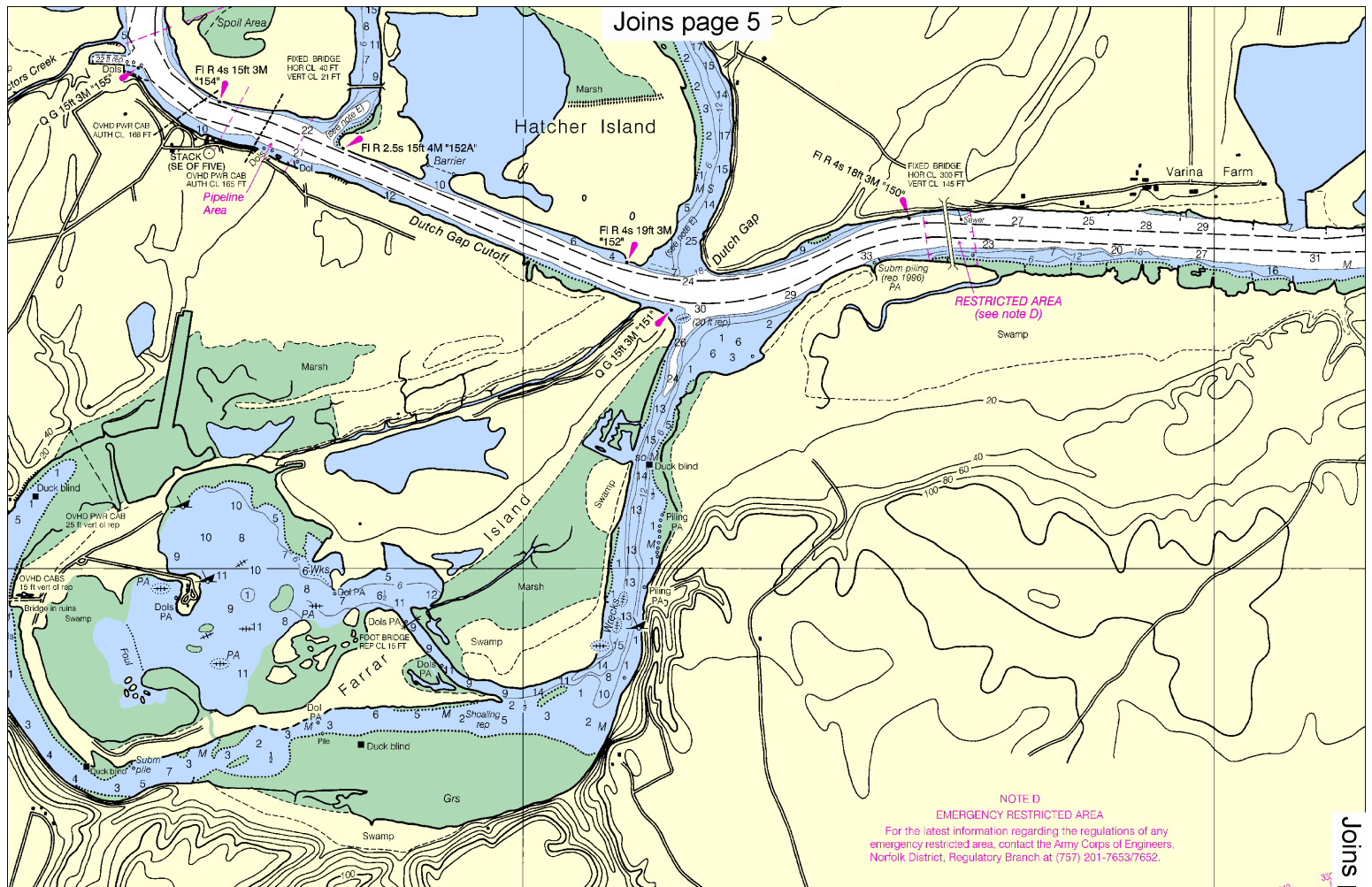


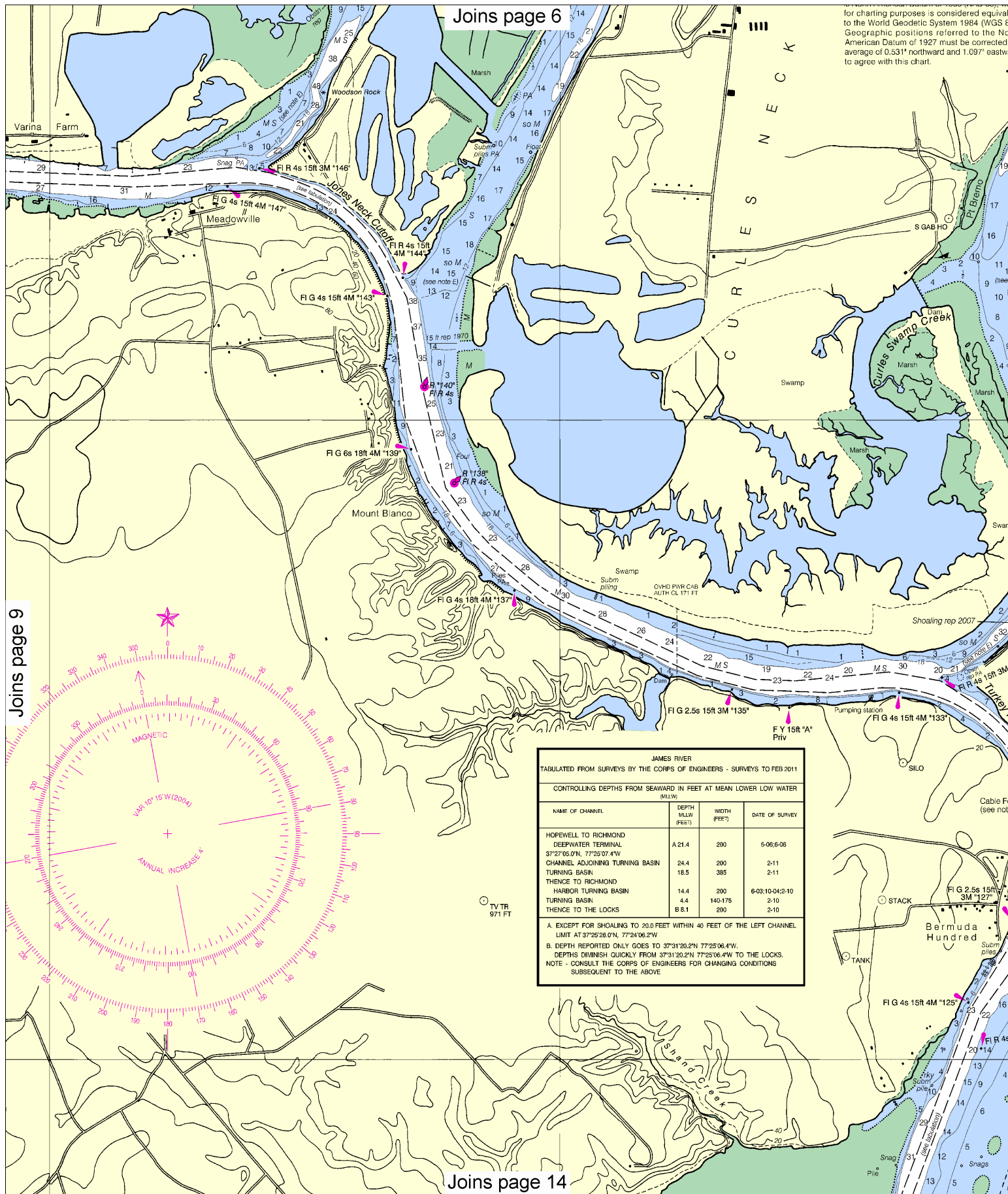


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Note: Chart grid lines are aligned with true north.







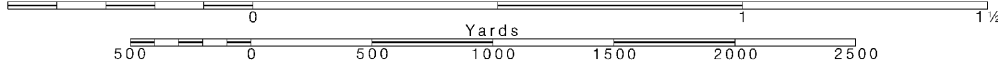
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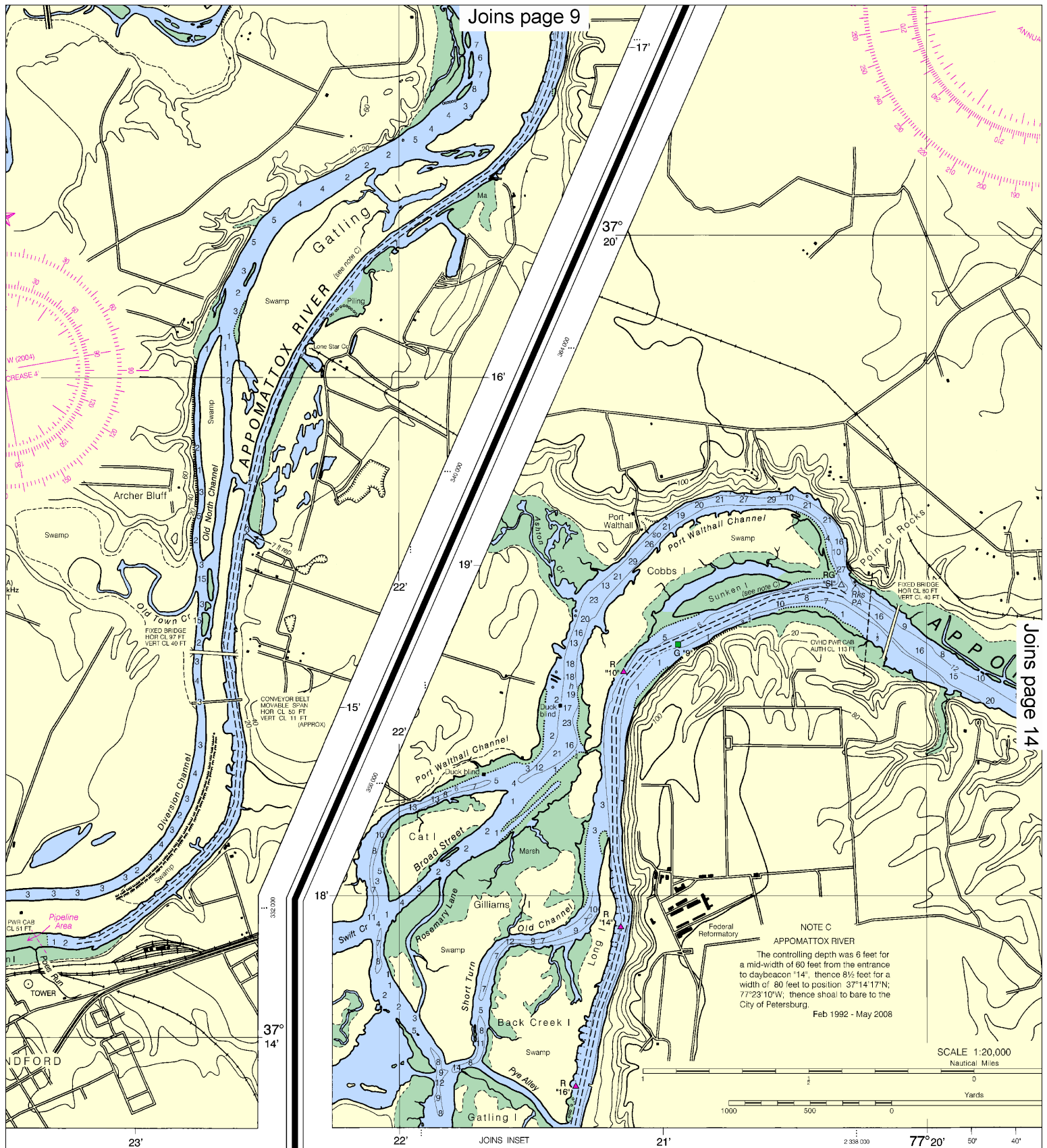
Note: Chart grid lines are aligned with true north.

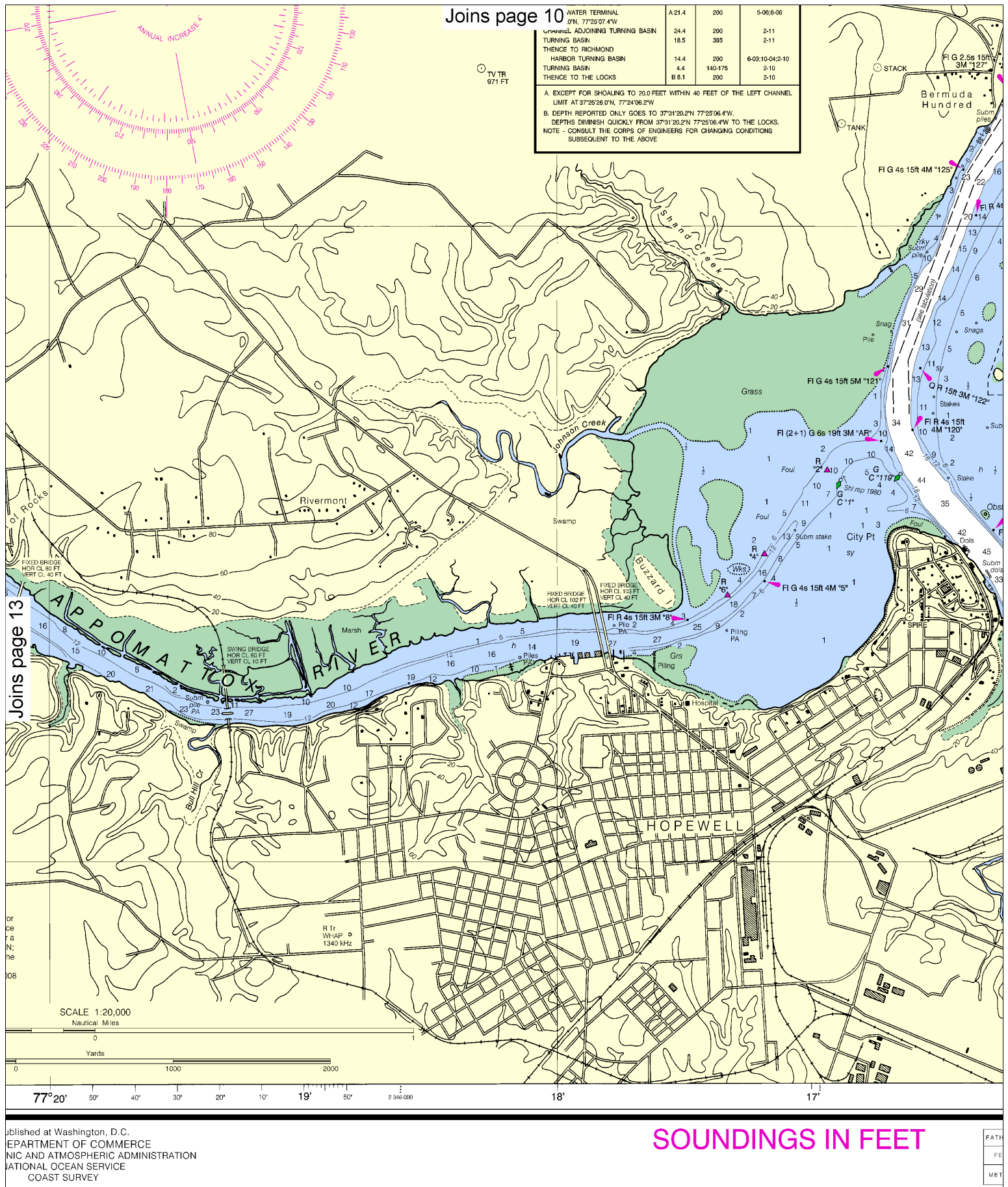
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







Joins page 10

WATER TERMINAL	0/1	77°25'07.4"W	A 21.4	200	5-06:6-08
CHANNEL ADJOINING TURNING BASIN	24.4	200	2-11		
TURNING BASIN	18.5	385	2-11		
THENCE TO RICHMOND					
HARBOR TURNING BASIN	14.4	200	6-03:10-04:2-10		
TURNING BASIN	4.4	140-175	2-10		
THENCE TO THE LOCKS	B 8.1	200	2-10		

A. EXCEPT FOR SHOALING TO 20.0 FEET WITHIN 40 FEET OF THE LEFT CHANNEL LIMIT AT 37°25'28.0"N, 77°24'06.2"W

B. DEPTH REPORTED ONLY GOES TO 37°31'20.2"N 77°25'06.4"W.

DEPTHS DIMINISH QUICKLY FROM 37°31'20.2"N 77°25'06.4"W TO THE LOCKS.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

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Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NAUTIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

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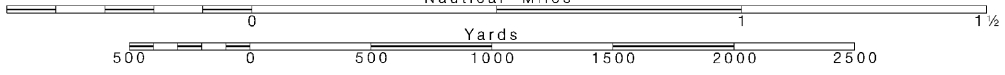
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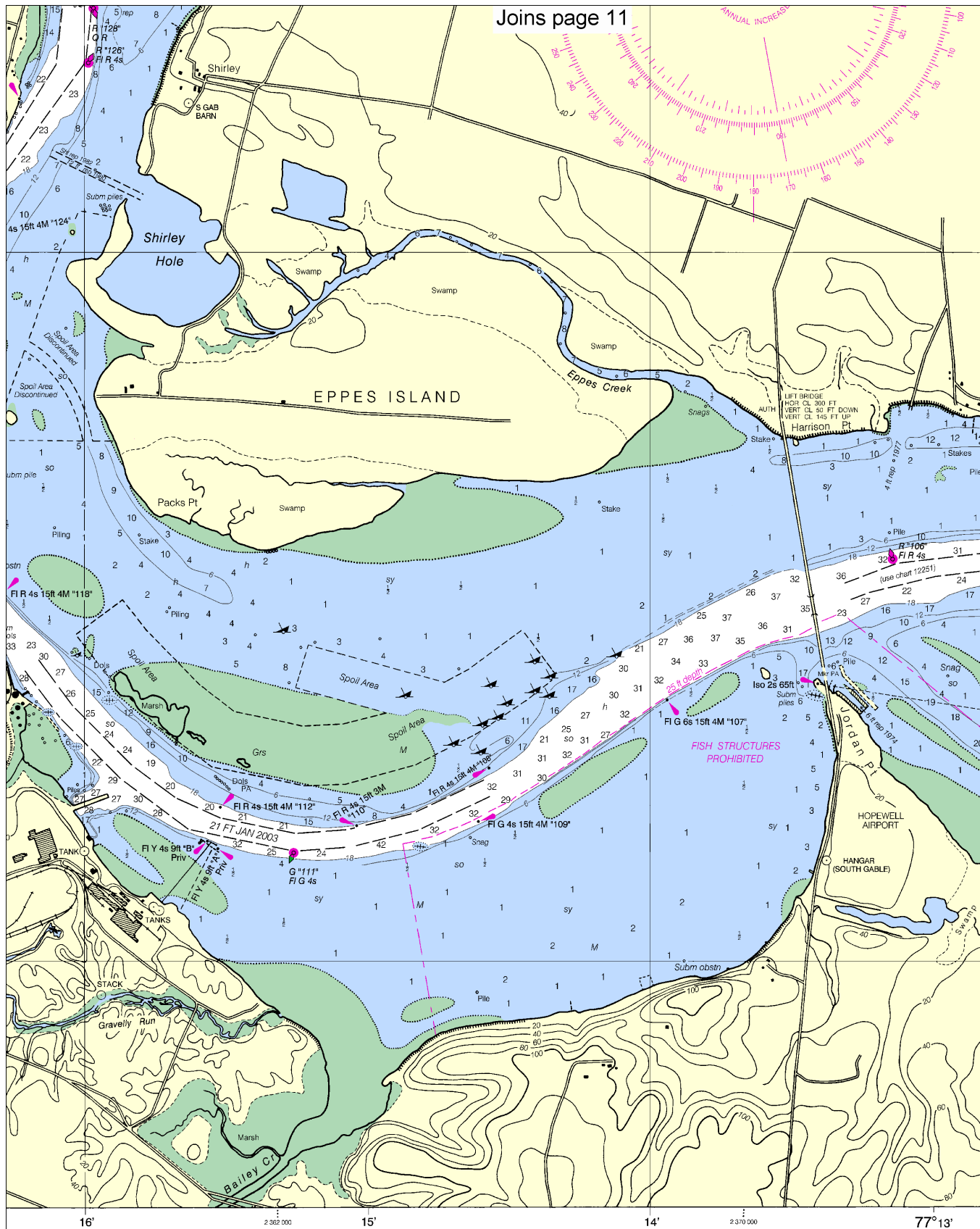
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





37° 20'

19'

18'

CONTINUED ON CHART 12251



ED. NO. 24



NSN 7642014845977
NGA REFERENCE NO. 12XHA12252

THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

James R., Jordan Pt. to Richmond
SOUNDINGS IN FEET - SCALE 1:20,000

12252



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
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Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



The Nation's Chartmaker